

Chapter 3

Land Use

Land Use Plan Themes

This chapter applies the policy recommendations to specific locations in and around the City of Evans and describes the Future Land Use Plan map. It reflects and responds to the existing conditions and planning influences and defines generally the areas where the policies in the plan should be implemented. In addition, it is shaped by a number of themes that have been discussed during the planning process, including the following:



New Activity Centers

Historically, the center of community activity in Evans was located east of US 85. At one time, the “Old Town” neighborhood included more small-scale stores and local businesses, along with the Post Office, City Hall, and the original Chappelow School. However, the community has dispersed somewhat as it has grown to the west. The new Community Complex that contains City Hall as well as the senior center and recreation facility, located just west of US 85, now serves as the central gathering point for many city residents. New community facilities, such as a library, in Old Town could reinvigorate the area and lead to more private investment in the area.

As the City continues to expand to the west, it needs better-defined focal points for the community as a whole as well as for neighborhoods. Therefore, the Future Land Use Plan establishes locations for new “centers,” which will give opportunities to shop, work, play, and locate civic functions. Commercial activity in these centers will also generate crucial revenues so that the City can continue to provide services to current and future residents of Evans.

In addition to the larger community activity centers, smaller neighborhood centers should link to these nodes through streets, open space, and sidewalks. Neighborhood centers may contain retail businesses that are geared to local residents, as well as schools, parks, and other civic uses; however, regional market forces may make it difficult for local businesses to compete with larger centers along the US 34 corridor.

Activity Center:

Focal points for activity in the community that give opportunities to shop, work, and recreate. Activity centers are linked by streets and transit and tend to be higher density and a greater mix of land uses that surrounding areas.

Community Facilities:

Noncommercial establishments, such as places of worship, libraries, museums, public or quasi-public buildings, and other cultural and religious facilities for general public use.

Neighborhood: An area of the community with characteristics that distinguish it from other community areas, and which may include distinct ethnic or economic characteristics, schools or social clubs, boundaries defined by physical features or barriers such as rivers or highways. A neighborhood is generally not much larger than one half mile in diameter.



Neighborhoods as Distinct and Livable Places

Neighborhoods that are safe, attractive, and that offer a variety of housing choices will be the building blocks of Evans. Over time, the City's objective is to create residential neighborhoods that are distinct, as well as connected, and that meet the varied needs of residents close to home. The Plan's effect will be mostly on new residential neighborhoods, not on existing neighborhoods, however existing neighborhoods may wish to plan for improvements over time.

Neighborhoods that are functional and livable typically include some or all of the following features:

A Central Gathering Place

A "Neighborhood Center" provides an assembly place for the residents and may include a recreation facility, school, library, place of worship or assembly, open space or parks, and small businesses.

Connected Streets, Sidewalks, and Trails

Streets and sidewalks are designed as an interconnected network to conveniently and safely link homes in a neighborhood to other parts of the community. Cul-de-sacs are designed to allow pedestrians through from one street to the next. Where necessary, traffic-calming measures are used to slow and channel traffic, without unduly hampering direct access, so that neighborhoods may have a sense of safety, quiet, and seclusion.

Open Space and Amenities

Open space and parks are integrated into the fabric of a development in a purposeful way – not just as remnant pieces of land around the edge. Whenever possible, natural elements of the landscape (e.g., ponds, streams, large trees, and hills) or built features (e.g., historic structures or rural fences) are planned as amenities. Other developments may include more extensive amenities, such as tennis courts or golf courses.

Mix of Lot Sizes and Housing Types

Residential housing types (e.g., single-family and multifamily) as well as lot sizes (i.e., width and depth) vary. However, the size and scale of buildings should relate to one another. A variety of residential styles also provides choices in housing so that a neighborhood can become home to people of different ages, incomes, and interests. The variety of sizes and types also reduces the appearance of a monotonous streetscape.

Neighborhood Services

Along with a mix of housing, a mix of non-residential services in a neighborhood contributes to a sense of identity and offers convenience to residents. However, market forces may make it difficult for local businesses to be viable in all neighborhoods.

Buildings are Visually Interesting

To make neighborhoods attractive, new houses and apartments are designed to emphasize the entrance or other features of the building. Garages are recessed to minimize their visual impact on the streetscape. Materials vary from house to house, but generally follow a style and material theme and should be constructed with durable materials.



Open Space and Trail Connections

The City of Evans Parks and Recreation Program has proven to be very successful. Currently, the Evans parks system includes seven neighborhood parks, one community park, and one off-leash dog park and the City is continually acquiring land or is the recipient of dedicated land for new parks. In fact, there are also eight parcels of undeveloped park land awaiting funding for development. The biggest need appears to be making connections between open spaces and neighborhoods, making smaller and/or more diverse open spaces useable, and increasing the total amount of open space in the community. Areas along the South Platte River and Big Thompson River as well as along ditches and drainageways are potential areas for open space and trail connectivity.

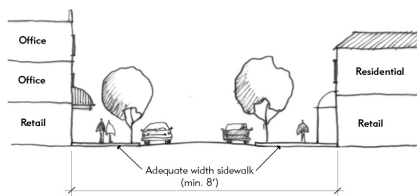
Broaden Land Use Mix Citywide

A balanced mix of land uses – not just residential, but commercial, civic, industrial and open space – contributes to a community's identity, and can make it more convenient for Evans' residents to obtain necessary services as well as provide revenues to the City.

Currently, the land use in Evans is predominately residential (almost 65 percent), while approximately 20 percent is business and industry, and a small percentage (10 percent) is dedicated to civic uses, parks and open space. Moreover, the City's newer and developing areas are dominated by single-use residential developments that are not well connected, internally or externally to other uses. The Plan aims to support a more balanced mix of land uses, in order to diversify the land use pattern citywide.

A balanced mix of land uses is guided by the following general principles:

Mixed Use: The development of a tract of land, building, or structure with two or more different uses.



Mixed uses can occur vertically as well as horizontally

Arterial Street: A street designed for travel both within and outside of the city, and carrying the majority of trips entering and leaving the city, as well as the majority of through movements desiring to bypass city neighborhoods.

Collector Street: A primary street designed to collect traffic from neighborhoods and transport the traffic to arterial streets.

Local Street: A street that provides direct access to abutting land and access to the arterial and collector street network.

Mixed Use Activity Centers

"Activity Centers" are the hub of a mixed-use community. Centers are designed to serve surrounding neighborhoods and developed with appropriate transitions (in buffering, scale and uses) to surrounding residential areas. Slightly higher densities in centers can facilitate alternative modes of transportation, including walking, bicycling, and transit use.

Vertically and Horizontally Integrated Land Uses

Mixed-use development can occur vertically (e.g., apartments or offices over stores) as well as horizontally (e.g., housing adjacent to institutional or other uses).

More "Urban" Character

Mixed use areas typically mean that buildings are directly facing streets and have active ground floor uses, with parking arranged in a less dominant manner to be more inviting to pedestrians.

Connected and Pedestrian-Oriented

Streets and sidewalks are inviting to pedestrians and bicyclists when they are designed with minimal interruptions, are safe, and are enhanced by landscaping, lighting, and furnishings. The circulation system is designed to be continuous and connected at frequent intervals.

Focused Investment in the Public Realm

The Plan recognizes the need for greater investment in highly visible public realm projects like sidewalks, intersection improvements, landscaping, pedestrian-scale lighting, and signs and gateways to improve the community's image.

The City has adopted standard street light "specs" for both local and collector/arterial roads. However, areas developed before they were adopted may need to be retrofitted. Recently, drawings for entryway signage and landscaping in the 85 Corridor were completed by Colorado State University students under a contract administered by the Colorado Department of Local Affairs.

Transportation Connections

A City that is well connected offers the advantage of keeping traffic moving smoothly, providing multiple routes to destinations, and reducing vehicle travel time and distance. In addition, a connected transportation system serves bicycles, pedestrians and buses equally as well as cars. The Plan encourages a traditional

street grid pattern, rather than more typical suburban street networks, with their loops and cul-de-sacs. The traditional grid pattern, with its hierarchical pattern of arterials, collectors, and local streets; short blocks; straight streets and multiple intersections, allows traffic to disperse and flow calmly. By comparison, the more suburban pattern of loops and cul-de-sacs tend to concentrate traffic at a handful of intersections, reduces route choices, and typically generates more vehicle miles of travel.

Where appropriate, use speed control devices (e.g., round-about circles, landscaping and narrowing), and build short loops and cul-de-sacs for local streets when necessary, as long as they leave the street network hierarchy intact. Neighborhood Activity Centers (e.g., schools, civic buildings, parks, and shopping) should be interconnected with a network of local streets, sidewalks, and trails.

Transit Center: An area near a community or neighborhood center that serves as a hub for transit connections via bus, light rail, or other means.

River Natural Habitat in the Floodplain

The Big Thompson River and the South Platte River both have fairly expansive 100-year floodplains that overlap the southern part of the Urban Growth Boundary area. In the past and even recently, development of structures has occurred in the floodplain, creating drainage and flooding problems in the City. In fact, much of Old Town lies in the fringe of the floodplain and has stormwater drainage issues.

This Plan recognizes that the primary purpose of the floodplain is for floodwater conveyance. If retained in a more natural undeveloped state, the floodplain provides multiple benefits to the City including flood storage capacity, conservation of riparian areas and wildlife habitat, maintenance of water quality, and enhancing nearby property values. If developed, the floodplain may pose increased hazards to life and property. Therefore, residential structures should not be built in the floodplain. Instead, the 100-year floodplain should be incorporated into a greenway system that has a focus of water detention and retention, habitat protection and water quality conservation, and where appropriate, recreation.

Future storm water detention system improvements in Evans should be multi-use investments, not only flood protection but also for recreation and open space uses as well.



Riparian Area: The upland area adjacent to a natural drainage way, lake, pond, reservoir or wetlands characterized by a narrow band of lush vegetation within much drier surroundings.

Overview of Future Land Use Plan

The Future Land Use Plan identifies general land uses where various activities and intensities of land use may occur, and where Evans

would support the development of these uses (see Map 1). The Future Land Use Plan map can provide specific land use designations for individual parcels. It does establish broad guidelines for land use patterns, and it should be used hand-in-hand with the policies contained in Chapter Four.

The Future Land Use Plan does not designate the specific location of neighborhood or community commercial areas, other than for areas that are part of an existing, approved development plan. It is intended that the location and extent of commercial areas in the City should be determined on a case-by-case basis, in accordance with the land use and locational criteria outlined under the "Land Use Categories" section below.

Land Use Category Definitions

This section describes the land use categories contained on the Future Land Use Plan.

Residential Land Uses

Rural Residential Neighborhood

Characteristics: Rural residential areas contain homes sited on individual lots, with rural/suburban character. Cluster development with lots concentrated together in one portion of the development are also allowed and encouraged as a means of preserving open space for common use and enjoyment.

Street and road configurations should generally match natural topographic features, maximize scenic views, and conserve natural features and vegetation. Roads are typically constructed to a more rural standard and open space is contained on individual private lots, except in cluster developments where significant open space surrounds the clustered lots. All residential development that occurs in the City should be accessed by paved streets, and should be served by municipal water and wastewater facilities. Residential development served by individual domestic wells and septic systems should be prohibited in the City.

Land Uses: Primarily single-family at very low- to low-densities and cluster development. Allows for accessory uses with rural characteristics, such as horse barns and other outbuildings. Includes customary supporting uses, such as schools, parks, recreation areas, and community centers. Some commercial uses are required as a means to support overall City services.



Cluster Development:

A development design technique which concentrates buildings on a portion or portions of the site to leave the remainder undeveloped and used for agriculture, open space, and/or natural resource protection in perpetuity.

Average Density: Average density is 1 unit per acre, with lot sizes ranging from less than 1 acre up to 5 acres. Provisions for cluster development could result in smaller lots in accordance with the zoning of the particular property, yet still maintain an average gross density of up to two units per acre as long as approximately 50 percent of the total area of the subdivision remains undeveloped, either by dedicating the land to the City or through conservation easements.

Location: Rural residential neighborhoods are located at the fringe of urban development and near existing rural residential subdivisions. They are generally located where the terrain offers rolling and hillside sites, and areas with more terrain relief, such as near the rivers, or resource conservation areas. They are intended to serve as a transition between more intense urban neighborhoods and natural features to be protected.

Urban Residential Neighborhood

Characteristics: Urban Residential Neighborhood areas primarily contain residential development with a variety of housing types, combined with non-residential land uses that are complementary and supportive, such as neighborhood-scale shopping centers and employment areas. Urban Residential Neighborhoods on the Future Land Use Plan map include existing low and medium density residential zones in the City. All urban neighborhoods should have direct access to a full range of urban facilities and services including roads, sidewalks and bicycle paths, water and sanitary sewer, fire and police protection, parks, and schools.

Land Uses: Primarily single-family detached and attached residential. Neighborhoods are encouraged to include a mix of uses including multifamily residential, neighborhood-scale commercial and employment uses (determined by location criteria), and public and civic uses.

Average Density: Average density is approximately 4 units per acre.

Location: Urban Residential Neighborhoods typically should be close to major arterials and transit systems and bounded by major streets with a direct connection to work, shopping, and leisure activities. Neighborhoods should be internally served by a system of collector and local streets, as well as sidewalks and pedestrian and bicycle pathways.

Design Criteria: Each neighborhood should contain a "Neighborhood Center" as a focal point that includes local-serving public and institutional uses, including but not limited to

Density: The average number of dwelling units per gross acre of land on a development site, including all land within boundaries of the site for which the density is calculated, but not including any area of a street bordering the outside perimeter of a development site.



schools, daycare facilities, community centers, places of worship, parks, and open space. Urban residential neighborhoods should include a 25 percent open space set aside which may include parks, trails, and open space that is usable and accessible to the neighborhood.

High Density Residential



Characteristics: High-density residential areas contain residences within buildings or complexes with shared parking, access, and other facilities. High-density residential areas often provide a transition between non-residential areas and lower density residential uses.

Land Uses: Primarily multifamily residential, but encouraged to include a mix of uses including single-family residential, neighborhood-scale commercial and offices, and public uses.

Average Density: Average density is 7 or more units per acre

Location: Located near intersections of arterials and collector streets, or between commercial centers and single-family residential areas. High-density residential development should occur on fairly level terrain.

Design Criteria: Chapter 18.31 contains requirements for Neighborhood Identity Features, such as a playground or clubhouse, and Chapter 18.33 contains architectural requirements. Multifamily, R-3, zoning requires a minimum of 45 percent of the lot to be private open space (landscaping).

Non-Residential Land Uses

Commercial

Characteristics: Commercial includes both Neighborhood Commercial and Community Commercial and could potentially include any commercial zoning district. See below for additional characteristics and criteria.

Land Uses: Retail, personal and business services, offices, and the like. Potentially could include repair shops, light manufacturing, and warehousing/distributing.

Neighborhood Commercial

Characteristics: Neighborhood Commercial Centers primarily are designed to serve nearby residential neighborhoods. They will often serve more than one neighborhood, but typically serve a trade area that is within a five- or ten-minute drive or a ten-minute



walk or bicycle ride. Centers should be designed to be compatible with surrounding residences as defined through building design, low lighting levels, pedestrian connections, height and size of buildings, and signs.

Land Uses: Retail stores (e.g., grocery stores, shops, restaurants, entertainment, and convenience stores), personal and business services and offices, community facilities and similar uses. All uses are intended to serve nearby residents.

Land Area: 5 to 15 acres. Typically not larger than 15 acres in size.

Building Area Average: 40,000 to 150,000 square feet.

Location Criteria: Neighborhood Commercial Centers may be located in urban residential neighborhoods at the intersection of two collector streets, or at the intersection of an arterial and a collector street. In special circumstances, a Neighborhood Commercial Center may locate at the intersection of two arterials, provided that it is designed to provide safe pedestrian access.

Design Criteria: Neighborhood Commercial Centers should be designed to encourage direct pedestrian and bicycle access and convenient vehicular access, and to include features that make them enjoyable gathering places. They should be designed in a manner that connects them to, rather than isolates them from, the neighborhoods that they are intended to serve.

Community Commercial

Characteristics: Community Commercial Centers include commercial activities that serve a portion of a region comprised of numerous neighborhoods and employment areas. They may include many of the uses that are found in Neighborhood Commercial Centers, such as a grocery store, but typically also include a small department store or specialty variety store as an additional anchor.

Land Uses: Retail and service uses (i.e., typically a large grocery store, junior department store, convenience stores, personal and business services and offices, restaurants, and community facilities). All uses are intended to serve the community as a whole, as well as nearby neighborhoods.

Land Area: 10 to 30 acres or more.

Building Area Average: 150,000 square feet.

Location Criteria: Community Commercial Centers should be located at the intersection of one or more major arterial streets. They may be located adjacent to urban residential



Buffer: An area of land established to separate land uses, or a natural area design to intercept pollutants and manage other environmental concerns or provide for open space.





neighborhoods. Terrain should be reasonably level with a maximum slope of 5 percent.

Design Criteria: Community Commercial Centers should be designed to accommodate easy vehicular access, allow safe and continuous pedestrian access, and provide buffers for adjacent neighborhoods. They should include features that make them enjoyable gathering places, and should be designed in a manner that connects them to, rather than isolates them from, the neighborhoods that they are intended to serve. Community Centers should be compatible with such surrounding neighborhoods in terms of architectural design.

Historical Mixed Use

Characteristics: The Historical Mixed Use designation applies to existing developed areas within the City where there is a long-standing historical structure of significance to the City. It contains a mix of land uses focusing on small businesses, retail, restaurants, offices, and limited single-family residential.

Land Uses: Commercial and retail uses, single-family residential.

Location Criteria: The historic mixed-use areas are located primarily east of the US 85 corridor, between 37th Street on the north and the South Platte River on the south between Empire Street and Highway 85.

Design Criteria: Since uses in the mixed-use areas may vary, they should be designed in a manner that is compatible with other historic surrounding uses and that minimizes impacts on adjoining properties.

Industrial Rail Access

Characteristics: The Industrial Rail Access designation is intended to provide a location for a variety of work processes and work places such as manufacturing, warehousing and distributing, indoor and outdoor storage, and a wide range of heavy industrial operations. Terrain requirements are for reasonably level land, preferably with a maximum slope of 5 percent. The site should be adequately sized to accommodate parking, heavy truck traffic, loading, storage, open space, and other service needs, as well as a rail spur, areas for loading and unloading of rail cars, and temporary storage of rail cars.

Land Uses: Industrial Rail Access land uses include manufacturing of goods, wholesaling, warehousing, contracting, and other miscellaneous categories such as excavating natural resources



(including factories, gravel pits, concrete plants), depending on specific zoning.

Location Criteria: The designation is specific to the rail access within the City of Evans. Traffic generated should not pass through residential areas. Sites should have access to one or more major arterials or highways capable of handling heavy truck traffic.

Design Criteria: Storage, loading, and work operations should be screened from view along all industrial area boundaries (when adjacent to non-industrial uses) and along all public streets.

Industrial Business Park

Characteristics: The Industrial Business Park designation is intended to provide a location for a variety of work processes and work places such as manufacturing, research and development, warehousing and distributing, indoor storage, and a wide range of commercial and office-based industrial operations. Terrain requirements are for reasonably level land, preferably with a maximum slope of 5 percent. The site should be adequately sized to accommodate parking, heavy truck traffic, loading, storage, open space, and other service needs.

Land Uses: Industrial Business Park land uses include manufacturing of goods, laboratories, warehousing, and office-based commercial and industrial uses.

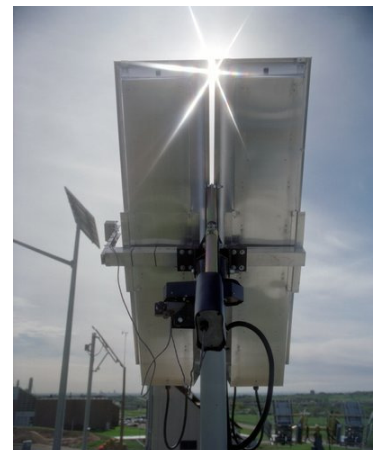
Location Criteria: Industrial uses should be located away from population centers or must be adequately buffered. Traffic generated should not pass through residential areas. Sites should have access to one or more major arterials or highways capable of handling heavy truck traffic.

Design Criteria: Designed as a business park with compatible buildings that are oriented to the street. Bufferyards should be included along all industrial area boundaries (when adjacent to non-industrial uses) and along all public streets.

Industrial Clean Energy

Characteristics: The Industrial Clean Energy designation is intended to provide a location with an emphasis on renewable energy projects. Terrain requirements are for reasonably level land, preferably with a maximum slope of 5 percent. The site should be adequately sized to accommodate parking, heavy truck traffic, loading, storage, open space, and other service needs.

Land Uses: Renewable energy projects and producers of renewable energy technology are strongly encouraged. Other



industrial land uses are allowed, though petrochemical industries and similar uses are discouraged.

Location Criteria: Industrial uses should be located away from population centers or must be adequately buffered. Traffic generated should not pass through residential areas. Sites should have access to one or more major arterials or highways capable of handling heavy truck traffic. Railroad access should also be used.

Design Criteria: Storage, loading and work operations should be screened from view along all industrial area boundaries (when adjacent to non-industrial uses) and along all public streets. Buildings in the Industrial Clean Energy designated areas should include “green” technology to reduce energy consumption and sites should be designed to reduce impact from storm drainage and utilize non-potable irrigation water.

Public Facilities

Characteristics: Public and community uses are provided by the City, County, School District, special districts or by quasi-public organizations. They typically are needed to provide educational, religious, cultural and public services.

Land Uses: Public Facility land uses include schools, community centers, churches and other places of worship, and libraries. They may also include facilities needed for essential public services such as electrical substations, water and wastewater treatment facilities, and other similar uses.

Location Criteria: Terrain, size, and density vary depending upon the use.

Design Criteria: The site should be adequately sized to accommodate parking and other service needs. Depending on the nature of the use and the area in which it is located, buffering and/or screening may be required to reduce impacts on adjacent uses and neighborhoods. The design and building materials of public and institutional uses should enhance and be compatible with the image of the community and neighborhood in which they are located.



Parks, Open Space, and Trails

Existing Parks, Open Space and Recreation

Characteristics: Parks and recreation areas intended to provide for the active and passive recreation needs of the community. Currently, parks account for about five percent of Evans' total land area and there currently aren't any areas of public open space in the City other than parks. However, much of the land within the City limits is undeveloped and will contain parks, and possibly public open space, when developed.



Potential Parks, Open Space and Trail Corridors

Characteristics: Parks, golf courses, natural open space and public and private greenbelts along drainageways.

Location Criteria: Where possible, Evans should locate and design new parks to take advantage of natural features or amenities and to serve neighborhoods. Open space should be located based on natural features such as drainageways and rivers, to the extent possible.

Design Criteria: Parks and trails should be designed in a manner that is compatible with the *Parks, Trails and Recreation Master Plan* and the Municipal Code.



Table 3.1: Area by Land Use Category

Land Use Category	Acres
Rural Residential Neighborhood	3,759
Urban Residential Neighborhood	9,087
High Density Residential	328
Commercial	2,309
Historical Mixed Use	18
Industrial Rail Access	1,509
Industrial Business Park	456
Industrial Clean Energy	1,150
Public Facilities	191
Parks and Open Space	358
River Natural Habitat	2,096

Table 3.2: Land Use Category Summary

Land Use Category	Average Density (dwelling units per acre, gross)	Characteristics and Uses
Residential Land Uses		
Rural Residential Neighborhood	Up to 2	Primarily single-family homes sited on individual lots at very low- to low-densities and cluster development. Neighborhood includes customary supporting uses, such as schools, parks, recreation areas and community centers, and some commercial uses to support City services. Located at the fringe of urban development and near existing rural residential subdivisions, generally where the terrain offers rolling and hillside sites, and areas with more terrain relief, such as near the rivers, or resource conservation areas.
Urban Residential Neighborhood	Approximately 4	Primarily residential with a variety of housing types, combined with supportive non-residential land uses, such as neighborhood shopping centers and employment areas. Typically located in close proximity to major arterials and transit systems and bounded by major streets with a direct connection to work, shopping, and leisure activities.
High Density Residential	7 or more	Primarily multifamily residences with shared parking, access, and other facilities, but may include a mix of uses including single-family residential, neighborhood-scale commercial and offices, and public uses. Located near intersections of arterials and collector streets, or between commercial centers and single-family residential areas.

Table 3.2: Land Use Category Summary, continued

Land Use Category	Characteristics and Uses
Non-Residential Land Uses	
Neighborhood Commercial	Retail stores and personal service establishments designed to primarily serve the adjacent neighborhoods. Should be designed to encourage direct pedestrian and bicycle access and convenient vehicular access, and to include features that make them enjoyable gathering places. They should be designed in a manner that connects them to the neighborhoods that they are intended to serve.
Community Commercial	Commercial retail activities intended to serve numerous neighborhoods and employment areas in a region. Should be designed to accommodate easy vehicular access, allow safe and continuous pedestrian access, and provide buffers for adjacent neighborhoods.
Historical Mixed Use	Existing developed areas within the City that contain a mix of land uses focusing on small businesses, retail, restaurants, offices, and limited single-family residential. Historical Mixed Use areas are located primarily east of the US 85 corridor. Since uses in the mixed-use areas may vary, they should be designed in a manner that is compatible with other historic surrounding uses and that minimizes impacts on adjoining properties.
Industrial Rail Access	A variety of work processes and work places such as manufacturing, warehousing and distributing, indoor and outdoor storage, and a wide range of heavy industrial operations. The site should be adequately sized to accommodate parking, heavy truck traffic, loading, storage, open space, and other service needs, as well as a rail spur, areas for loading and unloading of rail cars, and temporary storage of rail cars.
Industrial Business Park	Manufacturing, research and development, warehousing and distributing, indoor storage, and a wide range of commercial and office-based industrial operations. Designed as a business park with compatible buildings that are oriented to the street.
Industrial Clean Energy	Renewable energy projects and producers of renewable energy technology are encouraged. Other industrial land uses are allowed, though petrochemical industries and similar uses are strongly discouraged. Buildings in the Industrial Clean Energy designated areas should include "green" technology to reduce energy consumption and sites should be designed to reduce impact from storm drainage and utilize non-potable irrigation water.

Planning Focus Areas: Corridors, Neighborhoods and Districts

Neighborhoods and Districts

Neighborhoods and Districts on the map are places within the community where the City should consider focusing efforts to achieve the goals of this Plan. Specific policies and actions are described in Chapter Four. The Planning Focus Areas map (Map 2) delineates the following neighborhoods/districts:

Old Town Neighborhood



Old Town contains a mix of housing types, including some that may be of historical importance in the community, as well as a few small shops, light industry and agricultural uses. The neighborhood has a distinct character due to the older buildings, mature trees and landscaping, and access to City Park and Riverside Park. However, the area continues to need attention because of the aging infrastructure which needs to be replaced. Currently some streets are unpaved, and the neighborhood occasionally experiences storm drainage problems. In addition, neighborhood services have gradually been moving to the west part of the City, lessening the availability of services in this part of town. As noted below, US 85 serves as a barrier between the Old Town neighborhood and areas to the west, since it carries a significant amount of traffic and is unsafe for pedestrians to cross.

US 85 Business District



A number of businesses are situated along the US 85 corridor, including offices, hotels, gas stations, retail uses, as well as some residences. While US 85 contains a high volume of through-traffic, in general this corridor is underutilized. In addition, US 85 tends to sever the east and west parts of the City – serving as a barrier – rather than as a “commercial center” for the community. Roadway improvements and other infrastructure along the corridor are aging and uncoordinated and public improvements are needed to make US 85 and the businesses more accessible to vehicles and pedestrians. Many buildings, signs, and site improvements exhibit a lack of maintenance. In addition, there are several legal nonconforming industrial uses within the Corridor that are zoned commercial and that effectively limit commercial development potential on neighboring properties.

In December, 1999, a US 85 Access Control Plan for the highway between Interstate 76 and Weld County Road 80 was adopted by the Colorado Department of Transportation with input and support from the City of Evans. In December, 2002, the City adopted a US 85 Corridor Master Plan for the City. In August, 2005, the City adopted a new chapter to the Evans Municipal Code which created the US 85 Overlay District Design Standards. Stakeholder input was gathered prior to the adoption of each of these plans.

Corridors

The Planning Focus Areas map also highlights the following arterial and highway corridors as the public rights-of-way where the City should focus public improvements and improve the quality of design and the image of the City:

US 85

As mentioned above, US 85 is an important north-south highway in the City that carries a large volume of traffic. A number of studies and plans have been completed or are underway for US 85, including a US 34 / US 85 Interchange Improvement Feasibility Study, and the aforementioned US 85 Access Control Plan. The City should continue to work with the State Department of Transportation as well as local business and landowners to make needed improvements to improve access, safety and the appearance.



11th Avenue

11th Avenue is a major arterial street and terminates at 37th Street at the Evans Community Complex. Much of this corridor is hampered by the existence of single-family homes with driveways onto the street as well as outdated developments. However, the Grove student housing complex shows that development and/or redevelopment opportunities exist that could serve to revitalize the entire corridor.



23rd Avenue

23rd Avenue is a major arterial street that terminates at 37th Street as well, but will likely one day be extended to 42nd Street and potentially 49th Street. With the development of Sam's Club in 2008, the corridor is largely built out along the existing portion of the corridor, although several vacant parcels remain. The area along the future 23rd Avenue south of 37th Street is undeveloped, a large portion of which is still unincorporated enclaves.





35th Avenue

35th Avenue may become a significant north-south arterial in the City as development continues to occur in the west. It provides access from the City to the developing commercial centers along US 34 to the north, and may provide an additional access point to US 85 if a bridge is constructed across the South Platte River in the future.

Future 35th Avenue South of the South Platte River

Connecting 35th Avenue from its existing terminus of 49th Street with Weld County Road 35 at Weld County Road 394 with a bridge across the South Platte River would create a faster route to US 85 for the west side of Evans and Greeley and create a new commercial corridor. Discussions with the Town of LaSalle have begun in order to start planning for the eventual connection.



South Platte/Big Thompson River Corridor

The South Platte River and the Big Thompson River offer potential open space and recreation opportunities.

